

supported on said plastic material of said contoured body, and fixed to said contoured body, said metal cab frame extending upward from said top side of said contoured body, said side members extending longitudinally substantially from a rear of said cab frame to a front of said cab frame.

2. (Previously Amended) The improvement according to claim 1,
wherein said contoured body comprises a fiberglass layer.

3. (Previously Amended) The improvement according to claim 2,
wherein said contoured body comprises a fiberglass layer laminated between a top RIM layer and a bottom RIM layer.

4. (Previously Amended) The improvement according to claim 1,
wherein said contoured body includes right and left fenders and a seat supporting platform integrally formed between said right and left fenders.

5. (Previously Amended) The improvement according to claim 1,
wherein said contoured body comprises a foot supporting area and formed rail portions extending along said fenders and into said foot supporting area.

6. (Previously Amended) The improvement according to claim 1,
wherein said contoured body includes reinforced portions for interface with isolation mounts.

7. (Previously Amended) The improvement according to claim 1, wherein said contoured body includes a foot supporting area, seat and seatback supporting areas, fender covering area, and a rear wall.

8. (Previously Amended) The improvement according to claim 1, wherein said contoured body comprises a center layer covered on opposite surfaces by RIM material, wherein said RIM material comprises a composite plastic material.

9. (Original) The improvement according to claim 8, wherein said center layer comprises fiberglass.

10. (Previously Amended) The improvement according to claim 1, wherein said contoured body comprises a center layer covered on opposite surfaces by RIM material.

11. (Previously Amended) The improvement according to claim 1, wherein said contoured body comprises a laminated structure.

12. (Previously Amended) The improvement according to claim 1, wherein said contoured body is composed of a substantially homogeneous fiber-reinforced plastic.

13. (Previously Amended) The improvement according to claim 1, wherein said contoured body comprises integral features for mounting said metal cab frame.

14. (Original) The improvement according to claim 1, wherein said floor and fender structure comprises integral features for mounting controls, a steering column, a battery, a fuel tank, and a step.

15. (Previously Cancelled.)

16. (Previously Amended) The improvement according to claim 1, wherein said contoured body comprises integral features for storage of an operator's manual and tools.

17. (Previously Amended) The improvement according to claim 1, wherein said contoured body comprises integral features for forming window and door sealing surfaces.

18. (Previously Added) The improvement according to claim 1, wherein said contoured body comprises at least one side rail that forms a door sealing surface.

19. (Previously Amended) In a utility vehicle having a chassis supported on wheels, and an operator's cab at least partly supported by a metal cab frame, the improvement comprising:

an integral floor and fender structure formed by a contoured body substantially composed of plastic material;

said metal cab frame supported on a top side of said contoured body; and

wherein said operator's cab comprises a roof and said metal cab frame comprises front and rear columns supporting said roof, and side members connecting said front columns to said rear columns, said side members being secured to a top side of said integral floor and fender structure.

20. (Previously Added) The improvement according to claim 19, wherein said contoured body comprises side recessed rails that are concave facing upward, said side members of said metal cab frame being secured into said recessed rails.

21. (Previously Added) The improvement according to claim 19, wherein said contoured body comprises longitudinally extending side recessed rails that are concave facing upward, said side members of said metal cab frame longitudinally extending on lateral sides of said metal cab frame and being adhesively secured into said recessed rails.

22. (Previously Added) The improvement according to claim 1, wherein

said contoured body comprises raised features for mounting controls.

23. (Previously Added) The improvement according to claim 1, wherein said contoured body comprises a recessed rail arranged for providing a chase for electrical wires.

24. (Previously Added) The improvement according to claim 1, wherein said integral floor and fender structure comprises a recessed rail arranged for providing a chase for mechanical cables.

25. (Previously Amended) In a utility vehicle having a chassis supported on wheels, and an operator's cab framed by a cab frame, the improvement comprising:

an integral floor and fender structure formed by a contoured body substantially composed of plastic material, said contoured body configured to be supported on said chassis, said contoured body having longitudinally extending recesses, concave facing upwardly, and open on a top side of said contoured body; and

said cab frame having spaced-apart, longitudinally extending bottom side members each at least partially secured within a respective one of said recesses, said cab frame extending upward from said top side of said contoured body.

26. (Previously Added) The improvement according to claim 25,

wherein said contoured body includes right and left fenders and a seat supporting platform integrally formed between said right and left fenders, a foot supporting area, and formed rail portions extending along said fenders and into said foot supporting area.

27. (Previously Added) The improvement according to claim 26, wherein said contoured body comprises a fiberglass center layer covered on opposite surfaces by RIM material, wherein said RIM material comprises a composite plastic material.

28. (Previously Added) The improvement according to claim 25, wherein said contoured body comprises a substantially homogeneous fiber-reinforced plastic.

29. (Previously Added) The improvement according to claim 25, wherein said contoured body comprises side rails for forming window and door sealing surfaces.

30. (Currently Amended) In a utility vehicle having a chassis supported on wheels, and an operator's cab framed by a cab frame, the improvement comprising:

an integral floor and fender structure formed by a contoured body substantially composed of plastic material, said contoured body having

longitudinally extending recesses open on a top side of said contoured body; ~~and~~
said cab frame having spaced-apart, longitudinally extending bottom side
members each at least partially secured within a respective one of said recesses;
and

wherein said operator's cab comprises a roof and said cab frame
comprises a pair of front columns and a pair of rear columns supporting said roof,
and said bottom side members connect said front columns to said rear columns.

31. (Previously Added) The improvement according to claim 25,
wherein said utility vehicle comprises a tractor.

32. (Previously Added) The improvement according to claim 25,
wherein said contoured body comprises raised surfaces for mounting controls.

33. (Previously Added) The improvement according to claim 25,
wherein said contoured body structure comprises a recessed rail arranged for
providing a chase for electrical wires and mechanical cables.

34. (Previously Added) The improvement according to claim 25,
wherein said bottom side members are each at least partially secured within said
respective one of said recesses by adhesive.

Please add the following new claims:

35. (New) The improvement according to claim 1, wherein said side members are curved from said rear of said cab frame to said front of said cab frame.

36. (New) The improvement according to claim 35, wherein said side members are located a preselected distance inward of opposite lateral edges of said contoured body, and said contoured body comprises a side rail along at least one of said lateral edges to form a door sealing surface.

37. (New) The improvement according to claim 36, wherein said contoured body is a unitary part.

38. (New) The improvement according to claim 37, said contoured body comprises side recessed rails that are concave facing upward, said side members of said metal cab frame being secured into said recessed rails.

39. (New) The improvement according to claim 38, wherein said cab frame comprises lateral members that connect said side members at said front and rear of said cab frame.

40. (New) The improvement according to claim 39, wherein said contoured body includes:

right and left fenders and a seat supporting platform integrally formed

between said right and left fenders;

a foot supporting area and formed rail portions extending along said fenders and into said foot supporting area;

reinforced portions for interface with isolation mounts; and

a foot supporting area, seat and seatback supporting areas, fender covering area, and a rear wall.

41. (New) The improvement according to claim 1, wherein said contoured body is mounted to said chassis at mounting locations, and wherein said metal cab frame is fixed to said contoured body at fixing locations that do not coincide with said mounting locations.

42. (New) The improvement according to claim 41, wherein said chassis comprises isolation mounts, and wherein said contoured body includes reinforced portions at said mounting locations for interface with said isolation mounts.